

The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

VOLUME 18 NUMBER 6

NOVEMBER-DECEMBER 1979



1930 Touring
Los Angeles, California 1932



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, Il. 60102

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Rick Zobelein

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, Il. 60102. Second Class postage paid at Algonquin, Il. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

EDITOR

FORK & BLADE

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April 15..... May-June Issue
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August 15..... Sept.-Oct. Issue
October 15..... Nov.-Dec. Issue

MEMBERSHIP DUES are \$10.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

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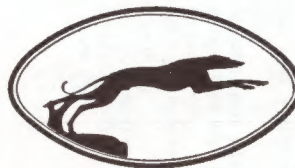
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COVER

"The Frost Is On The Greyhound" Photo courtesy Tom Powels



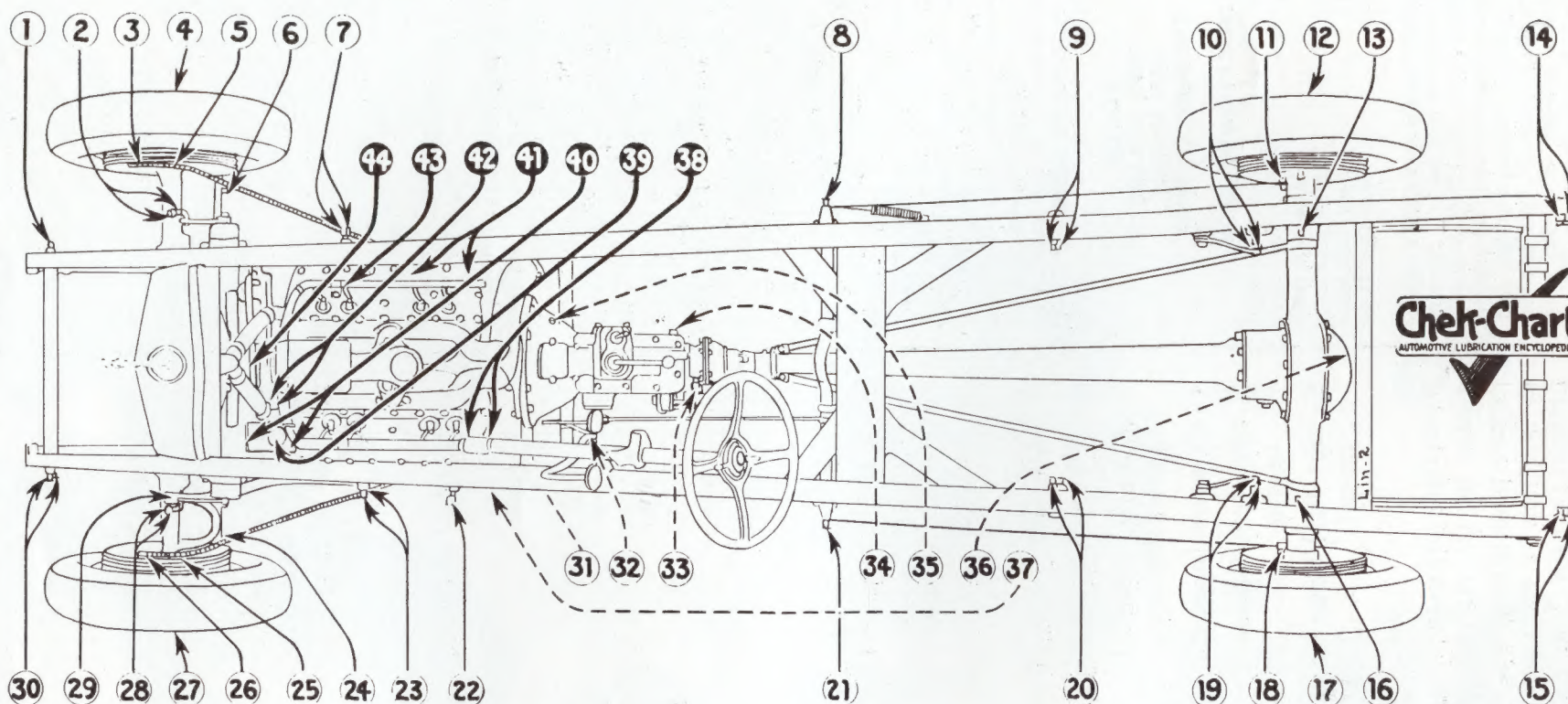
Club Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

LINCOLN—8 Cyl.—1931

CAPACITIES—Crankcase 10 qt. Transmission 6 pt. or lb. Differential 6½ pt. or lb. Cooling System 34 qt. Gasoline Tank 28 gal.



CHASSIS

(Alemite Pin Type Fittings—Free Wheeling)

1. Spring Bolt—Gear oil.
2. Shock Absorber Link (2 places)—Gear oil.
3. Brake Lever Shaft—Gear oil—Remove plug, substitute fitting while lubricating, then replace plug.
4. Wheel Bearing—Wheel bearing lubricant.
5. Steering Spindle—Gear oil.
6. Tie Rod—Gear oil.
7. Shackle Bolts (2 places)—Gear oil.
8. Brake Cross Shaft—Gear oil.
9. Shackle Bolts (2 places)—Gear oil.
10. Shock Absorber Link (2 places)—Gear oil.
11. Brake Lever Shaft—Gear oil—Remove plug, substitute fitting while lubricating, then replace plug.
12. Wheel Bearing—Wheel bearing lubricant. (Remove wheel.)
13. Spring seat—Gear oil.
14. Spring Shackle (2 places)—Gear oil.
15. Spring Shackle (2 places)—Gear oil.
16. Spring Seat—Gear oil.
17. Wheel Bearing—Wheel bearing lubricant. (Remove wheel.)
18. Brake Lever Shaft—Gear oil—Remove plug, substitute fitting while lubricating, then replace plug.
19. Shock Absorber Link (2 places)—Gear oil.
20. Spring Shackle (2 places)—Gear oil.
21. Brake Cross Shaft—Gear oil.
22. Drag Link—Gear oil.
23. Spring Shackle (2 places)—Gear oil.
24. Tie Rod—Gear oil.
25. Steering Spindle—Gear oil.
26. Brake Shaft Lever—Gear oil—Remove plug, substitute fitting while lubricating, then replace plug.
27. Wheel Bearing—Wheel bearing lubricant.

28. Shock Absorber Link (2 places)—Gear oil.
29. Drag Link—Gear oil.
30. Spring Shackle (2 places)—Gear oil.

TRANSMISSION AND DIFFERENTIAL

31. Drain Crankcase.
32. Clutch and Brake Pedal Bearings—Gear oil.
33. Universal—Gear lubricant—Add ½ pt. or lb. every 5,000 miles.
34. Transmission—Capacity 6 pt. or lb.—Free wheeling lubricant, Summer No. 110FW; Winter No. 90FW.
35. Clutch Release Bearing—Cup grease.
36. Differential—Capacity 6½ pt. or lb.—Free wheeling lubricant, Summer No. 110FW; Winter No. 90FW.
37. Replace Crankcase Plug.

ENGINE

38. Steering Gear—Gear oil—Fill no higher than worm thrust adjusting unit; excess will damage ignition switch and locking mechanism.
39. Fill Crankcase—Capacity 10 qt.—Winter S.A.E. 30; Summer, S.A.E. 40.
40. Generator Bearings (2 places)—Few drops of oil.
41. Starter Bearings (2 places)—Few drops of oil.
42. Distributor (2 places)—Few drops of oil.
43. Water Pump—Gear oil.
44. Fan Bearing—Gear oil.

NOTE—Front brake control cables to be lubricated every 5,000 miles, using special lubricator fitting and special lubricant.

THERE IS A TOTAL OF 56 LUBRICATION POINTS ON THIS MODEL, REQUIRING 4 DIFFERENT LUBRICANTS

LINCOLN—8 Cyl.—1931

Check-Chart
AUTOMOTIVE LUBRICATION ENCYCLOPEDIA

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President Dick Chapman opened the meeting at 8:30 pm and introduced Jan Van Den Bergh from Holland, "The Netherlands" who came to be with us at the annual meeting.

Henry Harper was then called upon to give the treasurer's report as of October 1, 1979. Mr. Harper announced that the club has a bank balance of \$6647.30 on hand.

President Chapman thanked Jane & John Brower for their work in taking charge of the club activities for the past year. John Brower spoke briefly on how few cars show up at our annual meets and emphasized that more people should bring their Lincolns to the meet.

Chairman of the nominating committee, Oakley Sumpter, was called upon to give the slate of officers for the coming year.

President	Sig Stensland
Vice President & Secretary	Ginny Jansen
Treasurer	Ken Pearson
Activities Chairman	Dick Chapman

Nominations from the floor were then called for. There were no new nominations so therefore the slate of officers were elected unanimously.

19 — LOC — 79

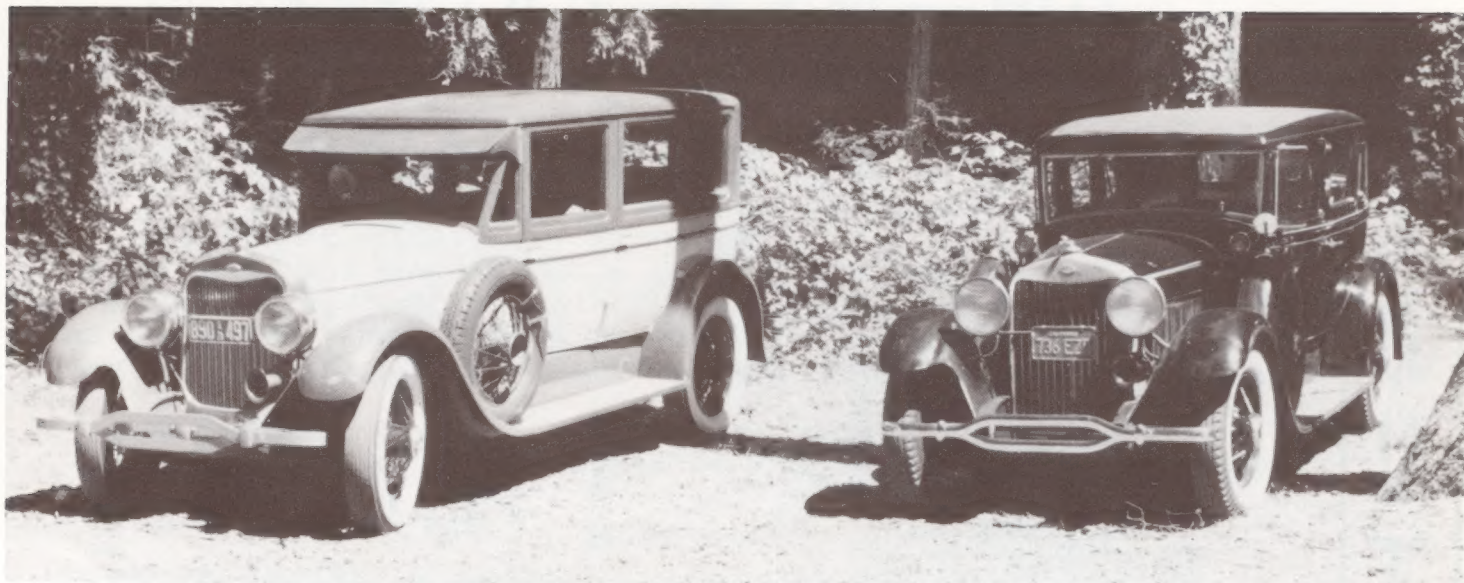
The newly elected president, Sig Stensland, then took over the meeting. He thanked Dick Chapman for his past services and presented him with a book entitled "The Public Image of Henry Ford" by David L. Lewis. Sig Stensland then asked the members for any suggestions to improve the club or any questions. An inquiry was made as to 1936-40 buckets for taillights, K model front brake lubricators, and license plate frames. Information regarding these subjects is to be examined and published in a future issue of the Fork & Blade.

Mr. Jan Van Den Bergh then was asked to give a brief story regarding his restoration of a 1929 Lincoln in the Netherlands. Another member requested that the parts manual (L series) be made into a book form in lieu of the photocopy sections. Hank Harper reported that this is being done in California and will be available soon. (see Market Place ed.) Tom Powels was called upon to speak on the activities that took place on the West Coast this past season.

Dick Chapman spoke regarding the judging at the annual meet and assured those attending, that things will be changed in the future. Henry Jansen then suggested that the Chief Judge be appointed by either the president or Chairman of the meet.

The meeting was then adjourned by John Brower and seconded by Oakley Sumpter.

Ginny Jansen, Secretary

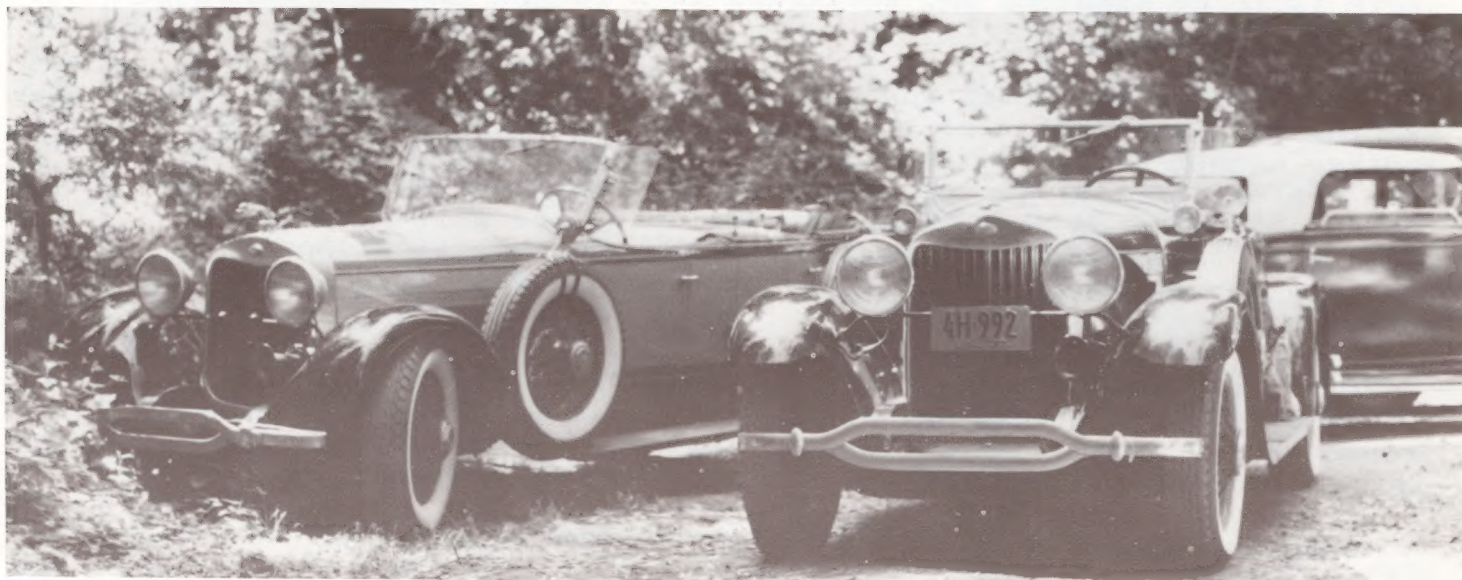


Stan Cocolos' sedan with Buffalo Wires, sits next to Art Graver's '29 Town sedan.

2nd Annual L. O. C.

Northern California Picnic

By Bill Williams



Jack Passey's favorite pair of Lincolns, a Lock DC phaeton and a Locke roadster.

The Wagner Grove area of Harvey West Municipal Park in scenic Santa Cruz proved to be an ideal setting for the August fourth Meet by the members of the Northern California group of the Lincoln Owners' Club.

Early birds at this event were Art & Marie Graver who, arriving shortly after 9:00 AM, were more than an hour ahead of the next and subsequent Lincoln drivers. The Gravers brought their 1929 L 159-B three window town sedan, an original condition car showing the wear and tear evidence of its fifty year life span. The car was acquired several years ago from Jack Passey, and was the first car in their multi-marque collection, of which four are Lincolns.

Marie is as enthusiastic about the cars as Art is, and we got the impression that she may have been just a tiny bit wistful about not having brought her 1932 Dietrich KB rumble seat coupe, "the only car I've found with a clutch that agrees with me." They bought the '32 some ten years ago in Detroit, Michigan and it was Marie who drove it all the way back to California to their home in Los Altos without a mishap.

Mike Cormany drove his 1932 KB LeBaron roadster down from Morgan Hill. This neat car has had new paint, but Mike still has much work to do before the car can enter a concours.

From San Bruno, Stan Cocolos drove his unrestored but presentable 1926 147A seven passenger sedan that he drives frequently on tours. This was a Warner Bros. car which went to Harrah's collection when Warner Bros. liquidated its old cars. It was later sold to another collector from whom Stan acquired it some six years ago.

The Bob Sohls, who live in Santa Cruz and who made the preparations for the picnic, brought two Lincolns, the first being a 1928 Locke 151 Sport Roadster, one of 350 made during the period 1926-1930. Cosmetically, this car appears to be ready for the concours, however,



Leonard Piskiewicz discussed upholstery with Bruce Baird and Mike Cormany. In the background is Mike's 1932 KB roadster.

the engine, which has never been apart is now ailing, but it didn't stop Bob from driving it to the Meet today.

The Sohl's other Lincoln, driven over by friend Bill Merriken, is a 1921 Leland 101A touring car in unrestored condition. There were only eighteen of this model built.

Rick Zobelein of San Mateo drove his very nice 1930 169 B three window town sedan. Rick acquired this car in 1976 and drove it back home from San Diego without any problems. In 1978 the car took a second prize in the pre-primary at the Monterey Grand Classic.

There may not be another more enthusiastic or knowledgeable Lincoln owner than Jack Passey of Freedom who also brought two Lincolns to this Meet. His 1930 Locke 191 roadster is number seven of only fifteen produced, and it is one of four known to exist. Jack acquired this car from its second owner in Rhode Island, who had owned the car from 1932 to 1975.

Jack's other car here was a 1929 Locke 163 B DC phaeton, which he says is "my favorite model." There were one hundred seventy five of these models made during the years of 1927-28-29 and this one is in unrestored condition.



Bruce Baird, Terry Weber, Art Graver and Jack Passey going over the finer points of Lincolns while Leonard Piskiewicz and Jock Finley listen in.

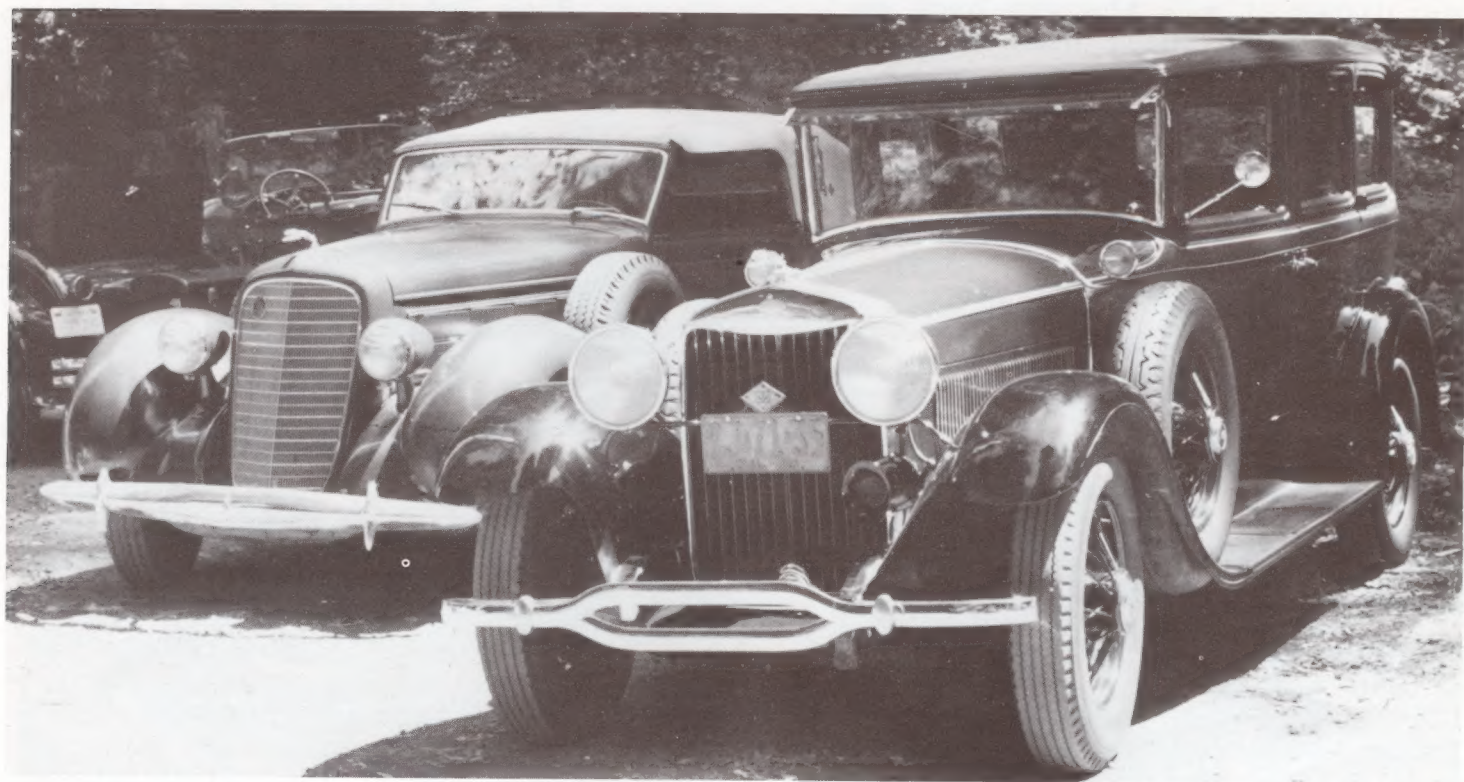
A classified ad in Coast Car Collector took Jock Finley of Tomales, Cal. to Trinity Center, Cal. where he bought a 1936 Brunn Convertible Victoria with side mounts, advertised approximately one year ago. He left the car there in storage, driving it home just in time for the meet. This mostly original car sports a twenty year old paint job that has never been rubbed out!

Another repainted original car here was Terry Weber's 1930 168 A seven passenger sedan. Terry drove this 42,000 mile beauty in from San Jose.

Club member Loenard Piskiewicz was on hand, although his 1929 Club Roadster is not yet driveable.

Another Lincoln which didn't make it to the meet was Bruce Baird's 1929 Locke Phaeton due to a stuck clutch. Bruce bought this car in 1949 for the magnificent sum of \$500.00 for transportation to and from college!

(reprinted with permission of Coast Car Collector, Emeryville, California 1979)



This is a good pair for "town" & "country"; Terry Weber's sedan and Jock Finley's Brunn Convertible Victoria.



TECHNICALLY SPEAKING

Loose Motor Mounts

By Harry Kaphingst

"Harry, I don't know what it is, but there is a noise every once in a while. I just don't know what it could be!". What with that lamentation, my friend John invited me to drive his beautiful 1937 convertible roadster. This car was a prize winner at Hershey a few years back, and he wanted some help in trying to identify "that noise".

So it was, on a bright sunny spring morning that we were off gabbing and waiting for that certain noise to occur. We travelled some twenty-five miles and hadn't heard anything unusual and we began heading back toward town. Then we crossed over a set of railroad tracks and all of a sudden, "Wump", the mysterious noise finally revealed itself in no uncertain terms as the transmission tried to join us up in the car.

I told him as politely as I could that his mystery noise was probably due to the failure of the rear engine mounts, and that he should remove them and get them revulcanized.

Have You Checked Lately?

So, how are your engine mounts? Those of us with Lincolns from 1929 and up have those rubber mounts and, what with the forty to fifty year old mounts, no doubt, many are bad. Why not check and be sure? Bad mounts could result in engine vibrations being transferred throughout the car as well as engine noise.

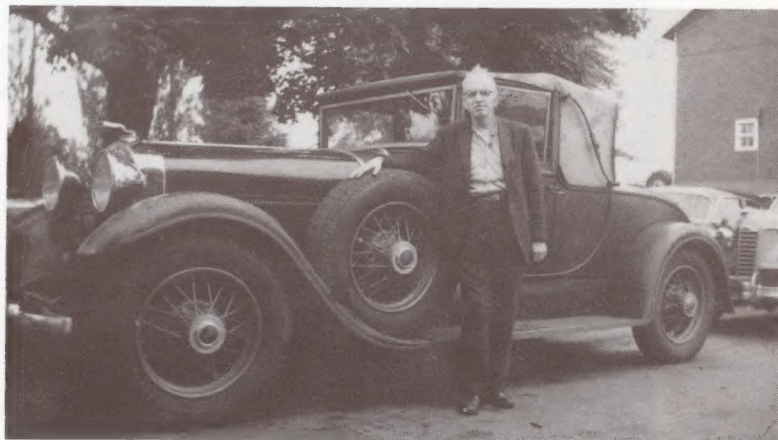
It's easy to check! The front mounts can be visually inspected with little difficulty but, the rear mounts need the help of a jack. Place an easy to manage jack under the crankcase webbing near each side of the frame. When you get some load on the jack, up around 1/8" and the frame starts to come along; everything is OK. So back off and try the other side in the same manner. This simple check will not harm them. Railroad tracks put a lot more strain on them than that. If necessary, they can be removed without pulling the engine. If you find that your mounts need revulcanizing, mail them to:

*D.E. Phenicie
Route 1 Box 132
Stultz Road
Huntington, Indiana, 46750
(219) 356-4553*

This is his business and he has had a lot of experience. He has stated that there would be no mold charge, but he would like to do a few if he had to make a new mold. This would make a good club project for those interested. No exact price quotes, but from what I told him, he estimated about \$20.00 and up per mount.

My 1929 Lincoln

by R. Wellwood



Part 4 Restoration in Reverse

The old Lincoln's position as a collectible artifact was firmly established one night 25 or 30 years ago while I was attending a meeting at the University Club. A person or persons unknown "collected" the greyhound emblem off the radiator cap. Shortly thereafter it was replaced by the late W. B. Gillies who, upon learning of my loss, gave me a spare he had for his beautiful double cowl phaeton.

The loss of the greyhound from the Lincoln, and the generosity of my friend who gave me another, awakened me to the urgency of being on the lookout for any parts that were or might be needed. The car has never been far from complete, so most of my needs have been met from sources of the sort with which we are all familiar. Twice, however, the pursuit of parts has put me in places of which a tale can be told.

Over 25 years ago, on our jaunt to New York, Gladys and I searched out Sam Adelman at his Mt. Vernon business place (just blocks from the Bronx). It had the outward aspect of a junk yard, but to have called it that would have been to cut off all contact with Sam — and with good reason. Every hulk within it was that of a classic, Lincoln, Rolls, Packard, Cadillac — you name it — and even at that early time a select clientele was looking to Sam, from all over the country, to supply their wants. We left with a priming cup and a hydrostatic fuel gauge for the Lincoln and an indelible memory of the redoubtable Sam Adelman.

More than twenty years later and hundreds of miles from New York's teeming Bronx, in an impossibly inaccessible hollow far back in our West Virginia hills I saw a cache of Lincoln parts in the form of an old Type L engine that had, at some time, been dragged into this remote area to drive a drilling rig of some sort. A

bystander at one of our local meets, admiring the engine in my Lincoln, felt sure he had seen one like it deep in the woods where he had hunted deer. Months later, when I decided to check it out, he proved to be a hard man to catch; but he had a son of high school age who had hunted with his dad, and he guided me to it unerringly one wet day in November. A dirt road on a nearby mountain top was as close as we could get to it in the Jeep. From there on it was a matter of climbing fences, crossing a muddy pasture and descending into a ravine with sides so steep one had to cling to saplings to keep from making the descent end over end. Then we crossed and recrossed a babbling brook in the bottom of the ravine on stepping stones (or waded in it) and clambered over fallen trees as we made our way some distance further. That anything man-made could be found at the end of such a trail seemed utterly ridiculous. I even began wondering whether I'd ever get myself out of there; but, even as these dark thoughts crossed my mind, we broke into a little clearing and there it was — most of a '29 Lincoln from the dash forward — sitting on sawed off frame rails. How did it get there? How did those big temples get built in the jungles of Cambodia and Yucatan?

I could not tell whether this thing would yield enough usable parts to justify the kind of expedition it would take to bring it out; but the challenge it presents continues to haunt several West Virginians.

The greyhound that graces my Lincoln should have felt like Ken Pearson's "lucky dog" in the summer of '71 when the CCCA Black Diamond CARavan crossed West Virginia. After greeting the classics in Charleston, we went to White Sulphur Springs where it terminated on the following week-end. There, drawn up before the

pillared portico of the stately Greenbrier, the old Lincoln proudly took her place in a solid phalanx of the lordly classics that had just completed the CARavan.

1971 also marked the 50th anniversary of the founding of the Lincoln Motor Co. The Ford Co. outdid themselves to make something special of our Lincoln Owners' meet at Greenfield Village that year. So, with our lucky dog straining at the leash, we sped up there too. That, is where his luck ran out. Subsequent events made it seem that, even as the judges were awarding it the trophy for "Best Original Lincoln", chunks of one of the pistons were lying in the pan. Before we were out of Michigan, ominous noises foretold trouble.

A sympathetic and hospitable Ford dealer in Adrian gave me sanctuary and assistance in removing the broken piston and in improvising a replacement with which I hoped to make it home. It was a vain hope, however. Twenty miles down the road, pressure in the cylinder blew a hole in the head of the ersatz piston. Gas from the cylinder, picking up oil from the crankcase, issued from the breather and filled the whole car with acrid smoke. The old engine kept on running, though. So, as soon as the smoke cleared, I limped across the Ohio line into Sylvania. There I found a man who trailered the car home for me.

Once home, I installed all new pistons throughout. With these in place, the Lincoln carried us to many fine affairs. There was the LOC meet at North Benton, Ohio in 1972, the AACA Central Division National Spring Meet at Huntington and the CCCA Water Wonderland CARavan in 1973.

The World of Automobiles, published by Columbia House, contains an excellent color photo of a Lincoln club roadster — mine — taken at the Holiday Inn at Kalamazoo where it, along with over eighty other gleaming classics were gathering for the start of the Water Wonderland CARavan.

This was about the most joyous journey we ever made in the old Lincoln. Traveling the length of my native state, touching towns where I have sisters and nieces, skirting the blue waters of Lake Michigan for many miles, crossing the Straits on the mighty Mackinac Bridge, rocking on the world's largest veranda (across the front of Mackinac Island's Grand Hotel) and winding it all up at one of ex-president Ford's favorite retreats, Boyne Mountain Lodge — this is what Lincolns were made for.

A highlight of 1975 was the automobile show staged by the CCCA Western Pennsylvania Region inside Pittsburgh's great Shrine temple, the Syria Mosque, located, incidentally, within three or four blocks of the place I was living when I bought the Lincoln 32 years earlier. There were no awards. This was strictly an auto show for the public, and it was dignified and elegant. Many old friends from our years in Pittsburgh strolled through. That, of course, added to our pleasure.

Later in the summer of '75 we again headed for the Lincoln Owners' Club meet at Greenfield Village. This was our first return to that fateful spot since the

debacle of 1971; and, again, the Lincoln fell under the baleful influence of what we have come to look upon as "the Greenfield Village jinx". Oh, we got there under our own power and paraded onto the field before the rolling cameras of a company making a "documentary" film for the Lincoln-Mercury Div.; but menacing sounds issuing from the engine at certain speeds made it seem inadvisable to drive the Lincoln much farther without looking into it. Restoration of the engine, which I had deemed unnecessary, had evidently been proceeding in reverse for some time without my knowledge.

At the time, I thought it made no sense to truck my troubles to West Virginia when I was right in the automobile capital of the world. Accordingly, I sought out a restoration shop in the Detroit area where I hoped my problem would be diagnosed and corrected. Their efforts were so much less than effective that every rod bearing in the engine burned out before I got out of town. I was on the Walter P. Chrysler Expressway when it happened. I steered it off at the nearest exit — right in the heart of Detroit — and the old Lincoln has not run since.

Needless to say, the Lincoln was trucked back to West Virginia. The engine was removed and trucked to Bill Bibb's A-1 Auto Service in Oak Hill where it is being rebuilt while I am doing what I can to bring the rest of the car up to Bill Bibb standard. The need for special services has, at times, placed parts of the engine at points all over the country — Oak Hill, Charleston and South Charleston in West Virginia; Ashland, Kentucky; Excelsior Springs, Missouri and Reseda, California.

In the 38 years I have owned the Lincoln it has had two new tops, been reupholstered once, been repainted once and had some plating done. These things were all done at odd intervals — not as part of any 99 point restoration endeavor to which, incidentally, I do not aspire. My only wish is that it again become the driveable, presentable car it has been during much of the time I have owned it and that, above all, it suffer no more "restoration in reverse".



The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the Lincoln Owners' Club.

FOR SALE

- 1921-1933 Inner and outer Timkin Wheel Bearings, \$100.00 per set.
- 1932KA Used Owners Manual, (repo), \$10.00. Two stone splash guards, excellent condition, \$100.00 pair. Ammeter face, (mint), \$5.00
Contact: Joe Cifaratta, 1409 Hiawatha NE, Albuquerque, New Mexico, 87112; (505) 294-2284.
- 1933-39K V-12 head gaskets available soon. Reasonable prices include shipping via UPS. All other engine gaskets now available for \$43.00 including UPS.
Contact: Gerald Lettieri, 132 Old Main Street, Rocky Hill, Conn., 06067. (203) 529-7177
- 1932-40 K/KA/KB, carburetor, fuel pump, distributor, generator, starter, water pump, front & rear axle, \$150.00 each. Steering column, transmission, differential, hood, rear seat, radiator, \$300.00 each. Door handle window frame, lug wrench, \$50.00 each. All items FOB. SSAE for list.
Contact: Richard Cardwell, 55 Stevens Ave., Hempstead, New York, 11550. (516) 489-4469.
- K Owners Operating Manual, reprint, \$35.00
Contact: Russell Harkleroad, PO Box 313, Borrego Springs, Calif. 92004. (retired mechanic, specialized in "K" engines, WILL TRAVEL.)
- 1921 L Leland Lincoln Model 101A 7 pas. Touring. Serial #373. Excellent running original car, 61,000 miles. Asking 17,500 or offer. Will consider partial trade.
Contact: Bob Sohl, 1101 Martin Rd., Santa Cruz, Calif. 95060. (408) 423-2907.

SOLD

1934-40 K Perfect reproduction parts. Water pump drain plug, \$12.00; spring shackle precision spacers, \$4.00 each; oil pan drain plug, \$7.00 (fits 21-40); water pump nut-bushing, \$7.00; front cover oil seal, \$5.00; head stud corrosion cutter for removal of aluminum heads, \$20.00; grille medallion chrome mount ring, \$10.00; running board flashing felt, \$7.00 pr.; instruction book, repro. state year, \$20.00; radiator hose elbow, \$10.00; 33-34 repro gas caps only, chrome, \$40.00; Repro copies of "Motors" sections, \$5.00; Valve cover gaskets, \$10.00 pr.; front wheel grease retainer felt inserts, \$7.00 pr.; distributor cap, modified from another make, made perfect for Lincolns V12 32 & up, new, \$45.00; two only mint repro. 35-40 blue medallions \$30.00 each; two only, 35 red painted medallions, need red paint, \$25.00 ea; two only, 36-40 hub caps, fair skin, excellent cap body, \$25.00 ea.; one only, 36-40 gas cap, \$45.00; one set, 37-40 fenders, price on request. Contact: H. Kaphingst, 5825 Tower Dr. Newport, Minn. 55055. (add ten percent for postage & handling.)

1933 KA V12 headgaskets, (using 34-39 K aluminum heads only) \$125.00 pr;
 1934-39 V12 head gaskets, \$125.00 pr.
 Contact: Mike Lynch, 18 Hastings Ave. Toronto, Ontario, Canada, M4L-2L2; (416) 466-6775, Nites.

1933-36 Hood corners and rubber bumpers, all four corners, PP \$100.00; Cigar Liter Knobs, PP \$30.00. K Fire wall plates, PP \$6.00.

1933-39 License Plate Clips, front or rear, PP \$8.00 ea.
 Contact: Del Beyer, 5646 Pleasant Hill Rd. Hartford, Wi. 53027. (414) 673-2561.

L 1929-30 Headlites; 1927-30 headlite bar; Complete set 1923-26 Touring side curtains, rods and boots; oil filler cap; 1923-25 hood hold downs; air clner.
 1935-36 interior door handle;
 Contact: Bob Sohl, 1101 Martin Rd., Santa Cruz, Calif. 95060; (408) 423-2907.

1921-30 L LINCOLN MASTER PARTS PRICE LIST. Reproduction Publication. Lists all thirteen body builders, over one hundred pictures; many details down to nuts and bolts; also includes many dimensions including glass. Same quality as Service Bulletins and comes hard bound with over 500 pages. Originals are selling for at least \$800.00..... Only one printing will be made at 100 copies. PP \$75.00. Mail check or MO to CCCA Northern California Region, PO Box 61147, Sunnyvale, California, 94088

PARTS WANTED

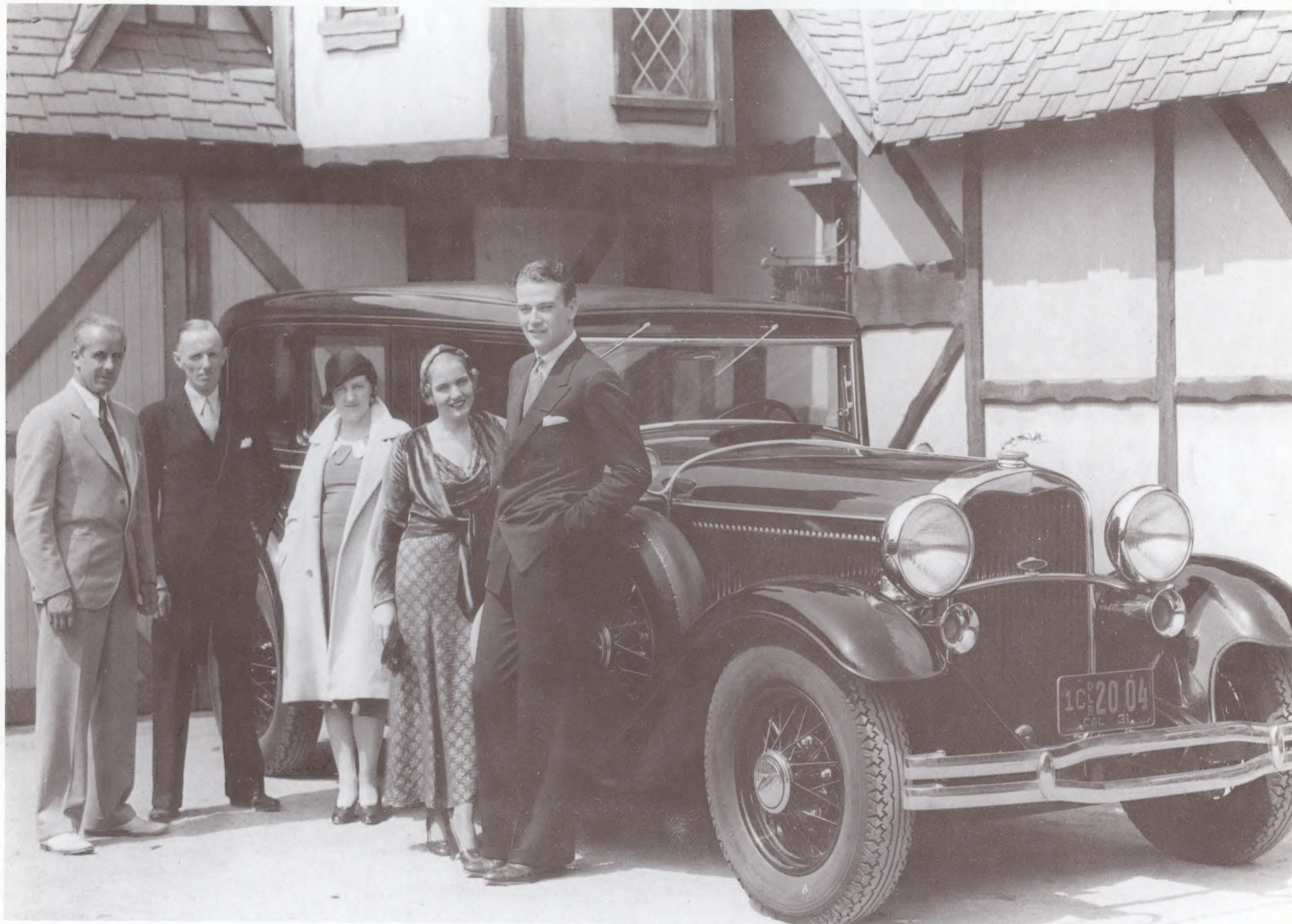
- 1937 K V12 Owners Manual and large color sales catalogue, excellent to mint condition please.
- 1931 Judkins Coupe or Berline, complete original preferred.
Contact: Ted Swain, 141 Bethlehem Pike, Phila. Pa. 19118. (215) 242-0246.
- K Old aluminum heads for K models. Can be eaten out at the water holes. I need several.
Contact: Del Beyer, 5646 Pleasant Hill Rd. Hartford, Wi. 53027. (414) 673-2561.
- 1934 KA Crankshaft sprocket and sleeve and part that crank fits into, to turn engine. Cam pulley and sleeve that drives the fan and nut to hold cam pulley on. Distributor cap and rotor. One aluminum head.
Contact: Howard Wendling, 51 So. Vernone Lane, Fort Thomas Ky. 41075. Day (606) 261-8300 Nite (after 7:00) (606) 441-9536.
- 1933 KA 5pass. Murry Body Sedan, running boards, new or repairable used.
Contact: F.D. Bell, 3048 Libra Lane, Cincin. Ohio 45239. (513) 522-7565.
- 1935 Brunn Victoria, 136" WB, complete drive train, fenders and running boards.
Contact: White Post Restorations, White Post, Vir. 22663. (703) 837-1140.
- 1932 KB One wheel, 750x18, 6½" dia. Bolt Circle. 8 bolt.
Contact: G Joynt, 21200 Smallwood, Birmingham, Michigan, 48010.
- 1924-27 Open Car body
- 1928-30 Roadster or Phaeton, old restoration or unrestored.
Contact: M. Barrett, 20410 Pen City Hwy., Redmond, Washington, 38052. (206) 885-7475.
- 1938 K Tail Lite Assembly, complete, left or right.
Contact: Paul Loree, 2057 Bush Rd. Grand Island, New York, 14072.

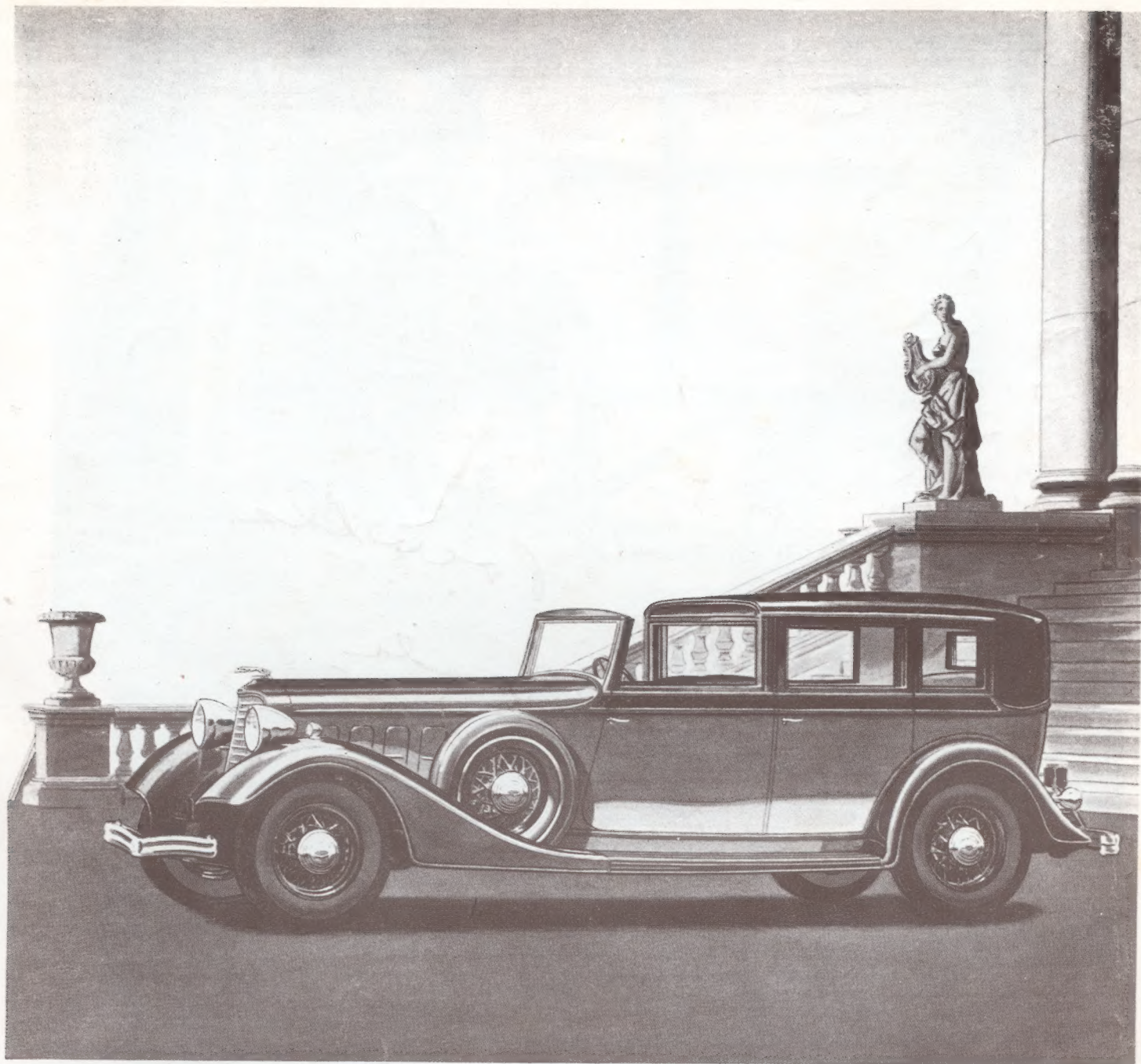
WILL TRADE

- KB Have three KB heads, all right side, in excellent condition; will trade one for left side.
Contact: Art Graver, 922 California Ave., Sunnyvale, Calif. 94086. (408) 245-9040.

1931 Sedan

John Wayne, Constance Cummings and a Columbia Studios Sedan outside the offices of "Dick" Whittington Studios in Los Angeles, California





B R U N N B R O U G H A M

***The* LINCOLN**

BUILDERS of the Lincoln never compromise with quality. At all times, irrespective of price trends, cost of materials and manufacture, the Lincoln is built to the highest standards of mechanical excellence. . . . The Lincoln factory is a model of efficiency. Skilled craftsmen work unhurriedly. Rigid tests control each step of manufacture within precision limits almost unbelievably minute. . . . The Lincoln of today provides the unsurpassed power and smoothness of the 150-horsepower, V-12 cylinder Lincoln engine. It offers new features of safety, new ease of handling, greater economy of operation, and important refinements of body design and finish that bring to owners a new appreciation of motoring comforts. . . . The Lincoln is today available in two wheelbase lengths, in standard and custom body types, at prices that range from \$3200 at Detroit.